# FATAL RAILROAD WRECKS.

Collisions on Grand Trunk Line and Illinois Central Road,

WARY PERSONS WERE BURNED ALIVE.

Partial List of the Dead and Injured. Numbers of Bodles are Unidentified. A Story of Terrible Agony.

BATTLE CREEK, MICH., Oct. 20,-A terrible head-end collision occurred a mile and a half from this city this morning. The accident took place on the Grand Trunk railroad, and was horrible in all ps features. From twenty-five to forty persons are reported killed, many of whom were burned to death in the wreck, which took fire soon after the collision; The grouns of the dying were pitiful in the extreme, but everything possible was done for their comfort.

The wreck took place in the Battle Creek yards between 2 and 3 o'clock in the morning. Twenty-four dead bodies have been taken from the wreck. They are all terribly burned and unrecognizable. The accident occurred because the engineer of No. 6, going east, disobayed orders by not stopping at Nichols to let No. 9 pass. The passengers killed were all on the east-bound train, and as far as as known the victims are all eastern peole. It is stated that the collision took and the regular west-bound passenger train a mile and a half east of Battle Creek Station and while passing the Station and while passing the

Coaches on Fire.

As soon as the trains collided the oaches took fire, and before the people ear by recovered their senses three the passenger coaches were completely barned up. Twenty-four bodies have already been taken from the wreck, and it is supposed there are fully that many more under the debris. Most of these were burned to death. In addition to the there are fully forty severely, not fatally, injured. List of he Dead.

The bodies taken from the burned cars were in a horrible condition—so badly burned and dismembered were some of burned and dismembered with the could only be taken out in pieces. These pieces were placed in clankets and baskets, and have become o mixed and separated it will never be inited and separated it will hever be known to whose body they belong. Following is a correct list of the dead as identified by cards and of persons known to have been on the train and who

re missing: Mrs. C. W. Vandusen, Fort Plain, N. Y. C. W. Vandusen, Fort Plain, N. Y.

died at hospital. E. W. Wirts and James G. Worthman,

New York.
Mrs. F. R. McKenzle, Stratford, Ont.
H. Opperman, New York.
Harry Archbell, New York.
Culon Roberts, New York.
Miss Warren, Garland, N. Y.
J. F. Archbell, New York.
Twenty-five bodies unidentified, every

bit of clothing having been burned from helf bodies. Every one of twenty-ive bodies is minus head, legs and arms, A Most Horribte Sight.

A most horrible sight was that pre-sented by Mrs. Charles Van Duren, of Fort Plain, N. Y. She succeeded in getting half way out of a window, but her lower limbs were fastened, and those who ran to her assistance could not restill hanging Her agony tained her se

save her what friends

ay school at home, and she died like Christian. Her husband, Mr. Charles an Duren, was terribly injured, but from the wreck. Sufficient stretchers aid not be had, and workers nalled sards together, on which the charred dies were laid and carried away as out as they were extricated.

A temporary morgue was made of a freight ear, in which the disfigured bodies were placed in charge of the local under-laker. So horribly burned and charred are the bedies lying in this impromptu morgue that it is hardly possible their names will ever be known.

blee Department's Work,

The accident occurred a mile from the station, and before water could be nel on the cars they were all burned, one on the Raymond special was in-The Pacific express was made up

lamps in the cars. ary Canfield, one of the night clerks he Chicago and Grand Trunk offices, of the crash, and immediately pulled fire alarm and then telephoned to the me house and informed them of the k. The firemen responded promptly, the wreck was over a mile away, distance of the nearest hydrant from wreck, and the difficulty of driving os, delayed them, and the fire had a considerable headway when the of hose was finally laid, it taking A line of hose was also laid from the Trunk water warks, but there was

lock twenty six dead bodies had taken out of the rulns of the wreck ed satchels, values, pocket books is, &c., were rescued from the de they were turned over to the police It is hoped that some o ill give a clue to the identity o of those who met such an awfu

by of the watches were of gold, and of the pocket books contained nearly for All the physicians in the city were ed and were soon on the scene doing they could to ease the terrible suf-as of the injured. The injured were to the target house, to the railroad ied to the residences in the inner-lativity of the disaster. Fifteen badly clured are now in the Nichols hospital.

### Incidents of the Wreck.

The wreck was attended with incidents horrified those obliged to witness in and some escapes seemed miracu-

H. Ward and B. S. Ward, of Moreton, fermont, were in the lili-faied car, but were among the few who escaped untillured. When the first shock of the collision was over C. H. Ward jumped out of the left side of the car through a window. The seat in front of him was

removed by force. Ward says that the seat THE COMPROMISE BILL removed by force. Ward says that the seat in front of this woman was occupied by a young man. In the seat back of the one hen and his brother occupied, were two young men. None of these three escaped. His brother, B. S. Ward, came out through the roof in some manner, just how he conrot tell. He jumped off the roof and assisted out the Smith family of Fort Plains, New York, consisting of father, mother and two children, All foor

father, mother and two children. All four are more or less seriously injured, bu are more described and the miraculously escaped death, while all around them passengers less fortunate were either killed outright or fastened down in the debris and burned to death before help could reach them.

Later-Among the supposed identifica-tions is that of E. T. Magoon, of Provi-dence, R. L. by means of papers in a pocket-book. W. W. Henry, of Woon-socket identified by heart of the consocket, identified by business cards. another body was found papers indicating that it was probably that of Charles E Wenzel or Dr. Howard E. Vance, of New York.

Mrs. F. R. Kenzie, of Stamford, Conn., was probably the person previously re-ported as Mrs. F. R. McKenzie, of Strat-ford, Ont. Mr. and Mrs. Vandusen, of Spout Brook, N. Y., are perfectly identified, and these are all of whom that can be said out of the entire twenty-six corpses or fragments of bodies.

Other supposed identifications are T. A. McGarvey, of Ontario; G. W. Beardsley, Watkins, N. Y.
One of the female bodies is believed to

be that of Mrs. W. W. Henry, of Woon-socket, R. I. One of the male victims is believed to be William Lewis Wilson, of 852 Sheridan road, Evanston, Ill.

#### Direc Disobedience of Orders.

Direct disobedience of orders on the part of a Chicago and Grand Trunk en-gineer and conductor, both of whom had seen long service with the company, and were regarded as model employes, was the cause of the tragedy.

Raymond and Whitcomb sepcial train of eight palace cars filled with eastern folk, who had been taking in the sights of the World's Fair, left the Sixtieth-streat depot of the road at Chicago at \$15, as the first section of the night express known as No. 6. The train was in charge of Conductor Burt N. Scott and Engineer Harry Woolley. both residents of this place. All went well until the Battle Creek depot was reached. This was at 3:35. From here to the railroad yards, a distance of a mile the railroad yards, a distance of a fine and a half, there is a double track. When the Whiteomb special came to a full stop in the depot the night operator handed to Conductor Scott two copies of an order for the train to proceed to the double track east of Main street, about a half mile distant and there await the pressing of the west-bound Pacific the passing of the west-bound Pacific Express known as No. 9. This train, which was nearly three hours late, was composed of thirteen day coaches and two baggage cars. Most of the day coaches had seen many years service and were in poor condition to withstand a collision. Every one of the fated num-ber was packed with eastern people, the majority of whom, taking advantage of the low rates, were on their way to take in the last week of the Exposition. The Pacific express was in charge of Conductor John Bird and Engineer Gil Gran-shaw, both of whom had received or-ders at Lansing to look out for the westbound train on the double track, and

were accordingly on the alert.
After receiving orders at the Battle
Creek Station, Engineer Woolley proceeded up the double track, but instead of stopping in accordance with his instruc-tions until the west-bound express had passed, he continued on and entered again on the single track. He had hardly gone an eighth of a mile when the headlight of an eighth of a lime when the Pacific express was seen coming around the slight curve behind the telegraph office of the railroad yards. It was speeding westward at the rate of forty miles an hour. There was no time to apply air-brake or reverse levers.

## A Terrible Crash.

neers and firemen of both The engineers and firemen of both trains jumped for their lives, and a second later the giant locomotives came to gether with a crash that could be heard a half mile away. With fearful force the engine of the special plowed nearly half way into that of the express, driving it backwards into the baggage car, and the latter in turn into the day on the baggage. latter in turn into the day coaches be-hind. The shock was so terrific that the first four of these were completely tele scoped, the first coach cutting throu second, and the second into the third like a flash of lightning, the roof of each passgers and sweeping them in a mass to the

The first body was found about 6 o'clock and a few minutes after a dozen were discovered in a brap around the stove of the second car. The task continued until twenty-six bodies or portions of human beings had been brought out of the debris. and to-night there is nothing in the yards but a heap of ashes to tell the story of one of the most awful holocausts in the history of railroading.

### Conductor and Engineer Arrested.

Conductor Scott and Engineer Woolley were arrested to-day upon warrants charging them with mansleughter Scott gave bonds, but Woolley could not do so, and is in prison. The engineer asserts that the conductor told him the west-bound train had passed. The conductor decies this and asserts that the conductor enies this and asserts that the enginee had a copy of the order to walt for the west-bound train, and fully understood it. The conductor says he lelt so secure that all was well that he had gone into the baggage-car when his train left Battle Creek station, and was there when the was amputated early in the evening and both legs were horribly crushed. He is falling very rapidly. His sister and his mother and father are also severely but Midnight-James Bradley is expected to dle, but the rest of the injured are do-

### Collided With a Coal Train

CHICAGO, Oct. 20.—The New Orleans impited over the lilinois Central was wrecked by colliding with a coal train three miles beyond Kankakée at 11 o'clock. Two persons were seriously o'clock. Two persons were and six others slightly injured.

The seriously injured are: J. D. Davis, Flippen, Ga., head cut, legs bruised and back injured. L. B. Saffer, Fisher, Ill., back burt and internal injuries.

### Cause of the Accident.

The New Orleans limited was due at Twelfth street depot at 12:20 morning. It had seven coaches and two sieepers, all filled. At Otto function, Electronington, the division branches off from the main line. The coal train, under the charge of Conductor Gallard. of Bloomington, arrived at the junction as the limited started, and after stopping for signal, the passenger train had right of way, and Engineer Smith of the pas-senger train, expected the coal train would senger train, expected the coal train would stop before reaching the crossing. For some reason the coal train forged ahead, running balf its length upon the main track. When the passenger train struck it both trains were going at fair speed. and the shock threw the passenger coaches off the track. The engine was detailed and the sides of the mail car, bagyane car, managed to pull the woman infrough the window. She begged him to save her baby, but the little one was fastened beneath the seats and burned to death. The poor mother was nearly crazed and had to be

#### RICHMOND, VA. SATURDAY OCTOBER 21, 1893.

AGREED UPON IN THE CONFER-ENCES BETWEEN SENATORS.

Bill for Repeal of the Sherman Law to Take Effect the First Day of January, 1895...President's Acceptance,

## TIMES BUREAU, RAPLEY BUILDING, | WASHINGTON, October 20, 1893.

The large crowds which for weeks past have daily thronged the Senate gulleries climbed up the Capitol Hill this morning in anticipation of a repetition of the exciting scenes of the past few days. In this, however, they were disappointed and they were soon scattered about the other parts of the Capitol. The Senate this morning went into executive session immediately after convening, and so remained during the major portion of the day. This termination of the exciting silver debate finds its explanation in the fact that the Democratic senators have finally been aroused to the situation that they will either have to present a compromise measure or have their taunder stolen by the Republicans, who would be eager to secure a party prestige in the final solution of the sliver question.

A Compromise Bill.

With all the estrangements which the debate has engendered between senators on the Democratic side, they have finally been compelled, for the sake of the party, been compelled, for the sake of the party, to come together for some final action. The compromise agreed upon in the conferences between the senators is said to be a bill, which will be introduced tomorrow, providing for the repeal of the purchasing clause of the Sherman law, to take effect from the first day of January, 1885. Just to what extent the repealers and the free silver men consider that they made sacrifices, is difficult to determine, and both sides seem to speak of the matter as if they had obtained a victory. It is rumored this morning that through Secretary Carlisle this programme has been submitted to President Cleveland, and has received his reluctant be pushed through the Senate without prolonged debate, and, of course, will pass the House without objection. In the meantime it is claimed, by the original advocates of free come together for some final action claimed, by the original advocates of free and unlimited silver coinage, that before the first of January, 1895, they will have introduced and passed a silver measure which will go into effect upon the repeal of the Sharman lear.

which will go into effect upon the repeal of the Sherman law.

It is scarcely probable now that there will be any recess taken by Congress, as the repeal of the Federal election laws and the amendment to the Geary Chinese laws are both before the Senate for action laws are both before the senate for action and it is more than probable that before these two matters are settled in the Senate, the tariff bill will be ready for discussion in the house, thus leaving no opportunity for the recess which had been anticipated.

Work on the Tariff,

The Ways and Means Committee are steadily at work upon the bill, although ommittee differ widely about some he schedules under consideration, and is more than likely that three distinct it is more than likely that three distinct tariff measures will be reported from the committee, the first being a majority Democratic report under the supervision of Mr. Wilson, of West Virginia; the second will be reported by Mr. Bryan, of Nebraska, and the third by the Republican members of the committee.

The committee have abandoned their public hearings, although almost every

oublic hearings, although almost every lay some delegation arrives here and holds a conference with such individual of the committee as may be disposed to listen to them. One of the disposed to listen to them. One of the questions which is most seriously taxing the intelligence of the committee has been the question of wool and woolen goods. Mr. Stevens, of Massachusetts, who is me of the largest manufacturers of wool one of the largest manufacturers of woon en goods in the East, and who is a Demo-eratic member of the Ways and Means Committee, was requested by the commit-tee to thoroughly investigate the matter duty upon woolen goods and make an estimate to the committee as to what reduction he thought the Eastern manufacturers could properly stand. The presenduties, specific, and ad valorem tax or woolen goods amount to 110 per cent, and Mr. Stevens has reported to the committee that he believes that this can be reduced to 45 per cent, and not inter-fere with the business of the manufacturer. There is a growing sentiment on the part of the majority of the committee to put a tariff of one cent upon sugar and to discontinue the bounty now offered by the government to sugar raisers in this country. Under the McKinley bill sugar was put upon the free list and should the committee in its bill eport a tariff of one cent per pound, there is no question but that it would subjected to a long debate in the be subjected to a long delivery. Of course House. Although it is necessary, of course the committee be to raise revenues, the committee be-leve that the small tariff of one cent per pound, which would yield a revenue some thirty millions of dollars per annum, would prove less burdensome upon the been le than this amount of revenue if

nposed on other articles of import. The tariff on coal is one which is also reating a lively interest in A bill will be reported by Mr. Bryan which will embrace coal, lumber, salt on the free list and will have the support in the House of such men as Hatch, of Missouri, and the Populist contingent. Coming from West Virginia. Chairman Wilson's personal feeling is probably in a line with keeping the duty upon coal, but this question has not yet been determined in the commit-

#### Internal Revenue Taxes. The internal revenue taxes will be

held until the last in order to serve

the purpose of bringing up the requisite amount of revenues, should it be found that the reductions contemplated in the have reduced them to a point be low the requirements of the government There has been considerable discussion regarding the raising of the revenue tax cents per pound, and was formerly elsh cents per pound, and was reduced to six and it has been thought that the tax might possibly be put back to eight cents Congressman Swanson, however, called upon Mr. Wilson, and asked him in regard to the matter. Mr. Wilson essured him that the question had the assured him that the question had not yet been considered and that before any change should be made he would notify Mr. Swanson in order that the tobacco Virginia might have an ample hearing upon the subject. There is no doubt that the tax upon whisky and

malt liquors will be increased. That on whiskey will probably be raised from ninety cents to \$1.20 n gallon. A Sha Bu less Man, Many of the Virginians who visit Wash-Many of the Virginians who take the state of the control of the co of a political or even social nature. Last night three gentlemen from the Second district were on their way to the Nortolk boat. One of the party handed the cable-car conductor a quarter for payment of the fares, "Ticket," queried the blue-coated autocrat. "What do you mean by tickets?" asked the candidate for a right on the bay. "Why" replied mean by tickets? asked the canduate for a night on the bay. "Why," replied the conductor, "we sell six tickets for a quarter." "Oh, you do." exclaimed the business man, as a gleam of commercial gladness came into his eyes. "Here, boys," he called to his compan-

ions, "here's a snap, six tickets for a quarter; why, even the mule cars in Portsmouth and Berkley charge five ceuts straight." "Gimme a dollars" Portsmouth and Bernsty charge live cents straight." "Gimme a dollars" worth," he said to the bewildered con-ductor. "Come boys, get in here, the best thing we struck yet." So out came the three dollars, and the conductor

the three dollars, and the conductor stopped the next car approaching and secured enough tickets to fill the order. The passengers around who had heard the deal, began to smile a little, and the elder of the trio stoked his iron-gray burneides and reflected. The car reached the dock, and the gentlemen from Virginia held a hurried consultation. Mr. Callahan was their friend, but he was busy in his office, end the dock hands could not use three dollars' worth of busy in his office, end the dock hands could not use three dollars' worth of car tickets, so the boat pulled out and they took the cable cars. It was a moonlight night and riding was good, but the cars stop at 1:30 A. M., and the case was continued until to-day. All over town in the fresh, crisp air they have ridden, and the tickets are not yet exhausted. They will reach Norfolk about Sunday morning.

Sunday morning. Our Congressmen.

Congressman W. A. Jones sat at his desk this morning or may scrutinizing an immense budget of documents. "All applications," said he, "but to-day post-offices and post roads are at the head of the list, and in a few minutes I am off for the Post-office Department."

for the Post-office Department."

He will leave for his home at Warsaw to-morrow evening, and will devote the early part of the week to the canvass. Some one of his Democratic colleagues will accompany him, and will deliver an address before the large audience which is expected at the Fair to be held by the Westmoreland Stock Association on next Tuesday, its onening day. Fuesday, its opening day.

Hon. James W. Marshall arrived this

morning. He has been doing some stump-ing in Virginia, and intends returning to the canvass as soon as he disposes of important matters that compelled his re-turn here. He will speak at Warrenton Monday, Big Stone Gap and other points during the next week.

nator Daniel will spend Sunday with Senator Daniel will spend Sunday with his family in Lynchburg. Monday he will speak at Houston, Halifax county, re-

turning here Tuesday morning. Colonel Carter M. Braxton, of Newport News, is in the city.

Messrs. J. E. Hatcher, of Richmond;
A. P. Gillespie and S. D. May, of Tazewell, Va., and Captain B. A. Newlands,
of Asheville, N. C., are at the Metro-

Miss Sallie A. Magrath, Mrs. Brown and Mrs. Fergusson, of Fredericksburg, pass-ed through the city this morning en route

to Chicago and the World's Fair.

Messrs. Frederick E. Woodward, of
Richmond; W. W. Putnam, of Manches-Richmond; W. W. Sanford, N. C.; W. A. Blair and J. B. Johnson, of Asheville, and R. L. Williams, of Wilmington, N. C., are at the National,
Rev. Job Twinn, of Staunton, Va., and John W. Albertson, of North Carolina, are at the St. James.

Post-office Changes. The following fourth-class post-office hanges in Virginia and North Carolina

were made to-day.

Virginia—Concord Depot, Campbell county, J. D. Moore, vice S. Haden, removed; Disputana, Prince George county, Thomas S. Smith, vice A. E. Raney, removed; Rice Depot, Prince Edward county, B. J. Olgers, vice W. T. Hubbard, removed.

North Carolina—Balmont, Caster

North Carolina-Belmont, Gaston county, Abram Stowe, vice J. W. Armstrong, removed; Roaring River, Wilkes county, Julia A. Combs, vice Mollie E. Crumpler,

following pensions have been granted: Issues of October 7, 1896,-Virginia: Re-

Issues of October 7, ISS.—Virginia: Re-issue, James Sheehan, National Military Home, Hampton, Elizabeth City, Mexi-can War Widows: Virginia P, Watts, Alleghany Station, Alleghany. Issue of October 7, ISS.—North Carolina: Original Widows, etc. Katie Moore, Wilmington, New Hanover. Survivors Indian wars, Noah Hudson, Shoups Ford, Burke, Woon Gilliand, Asheville, Buncombe. ows Indian wars, Frances Justice, nd Fort, Mcdowell; Henrietta, Waugh, Jefferson, Ashe county; E. Head, Riceville, Bucombe.

PHOSPHATE BOCK ROYALTY.

A Reduction to Fifty Cents Per Ton to Believe the Miners.

COLUMBIA, S. C., Oct. 20.-After the great storm of August 27th, which faminged the phosphate industry of the State, the phosphate commission made a proposition to reduce the royalty from 81.00 to 50 cents per ton, on rock on hand and to be mined before January 1st, 1894, and to be mined before January 1st, 1894, the miners to pay only a total royalty of \$75,000 in 1894. This proposition was made to relieve miners of part of the loss by the storm and to enable them to get

In a letter, received from the miners by Governor Tillman to-day, they ask that the State reduce the royalty to 50 cents per ton for a period not less than five years, and intimate if this concession is not granted, mining operations will not Miners say they canno

afford to pay more. Governor Tillman, chairman of the Governor Tillman, chairman of the State Board of Phosphate Commission-ers, replieds to the miners to-day, decliners, replied to the miners to-day, declin-ing to grant the concession asked for, as the phosphate commission has already made as just and liberal proposition as could be reasonably expected. Should mining operations not be resumed, it will be a serious matter for the State, since the income from the royalty on phosphate rock heretofore has been about \$250,000, and pledged for the interest on the public debt.

No Neares a clutton.

WASHINGTON, D. C., Oot. 20.-The Democratic Caucus Committee held anwhich resulted meeting this afternoon which resulted in nothing definite. The committee went to the room of the Committee on Appropriations about 4 o'clock and remained in session until after six. considering the many conflicting views and the various amendments that have been offered to the repeal bill, hoping to get therefrom some compromise that would be seen some compromise that get therefrom some compromise would be acceptable to everybody.

One of the members of this committee said to-night that they found this an exseedingly difficult task, and were comped to adjourn without having approach any nearer a solution than they were the their views and numerous suggestions were made, but after about three hours, onference the committee decided to leave vexed question and attempt its solution to-morrow morning.

Puddlers Quit Work.

PITTSBURG, PA., Oct. 20 .- To-day the 136 puddlers at the Wayne Iron Works, of Brown & Co., south Tenth street, quit work rather than subscribe to the new terms presented by the company. The puddlers were requested to call at the mill office. They were then asked to ign an ironclad agreement that they would no longer recognize or become onnected with any labor organization The workmen refused to comply with the equest and were discharged,

li's Legal to Step a Dog Fight. BOSTON, Oct. 20.—The full bench of the Supreme Court has decided that a man is justified in preventing a dog fight, and that if in doing such a thing he gets ditten the owner of the dog must pay damages. The decision is given in a case damages. The decision is given in a case in which Daniel B. Matteson, of Palmer, was plaintiff and Homer C. Strong, also a citizen of Palmer, the defendant. The jury awarded the plaintiff a verdict of \$75, and the defendant excepted.

BUSINFSS EXECUTIVE

CONSUMED MOST OF THE TIME OF YESTERDAY'S SESSION.

A Discussion Over the Nomination of Mr. Van Alen for Ambassador to Italy-No Protest Against the Others.

WASHINGTON, D. C., Oct. 20 .- The

Senate devoted four hours and a half to executive business and gave the seal of its approval to the appointments of Mr. Van Alen, as ambassador to Rome, and Mr. Kilbreth, as collector of customs at New York. During the brief period that the doors were open and the public admitted to the galleries, a few important events occurred. Chief among them was the introduction of a cloture rule, by Mr. Voorhees-practically the same as that fathered by Mr. Hill. It provides that when any bill or resolution, which occupies the advantageous position of "unfinished business," has been debated for thirty days any senator, may, at any time, make a motion fixing the time when the final vote shall be taken; that that motion shall be put immediately; and that, during its pendency, or when the time fixed for the final vote arrives, no debate or amendment shall be permitted. The original motion, however, must have the affirmative vote of a majority of all the senators entitled to seats. The resolution lies on the table and may come up for action to-morrow.

Debts Against Rellroads,

Mr. Morgan introduced (by request) a bill to facilitate the collection of the debts of the aided Pacific railroad comcanies to the government. Referred.

Then, upon Mr. Voorhees' motion, the senate went into executive session, and emained there four hours and a half, the loors being reopened at 3:10. The silver purchase repeal bill was then taken up, and Mr. Peffer offered an amendment and Mr. Pener offered an amendment to the substitute. It proposes free coinage of gold and silver under the provisions of the act of 1837, and revives that act. Mr. Peffer stated the points in which this amendment differed from that heretofore offered by him proposing free coina, and which had been voted down some time ago. This one bill occupies the position of being the first that must

He then went on with the speech com menced by him last Friday, and continued in instalments on Saturday, Mon day and Thursday.

Picuresque Peffer.

One of Mr. Peffer's picturesque and en ergetic expressions was (speaking of the course urged upon the Vice-President) "Let no Caesar come into this body, and then there will be no need of a Another was: "If we defeat the 'Holy'

or rather unholy alliance of the administration with Wall street, this struggi will become memorable in history, for the Senate of the United States will have shown itself to be the last refuge

of constitutional liberty."

Having referred by name to Messrs.

Voorhees and Gordon, as senators who had changed their action on the silver question without having changed their opinions, he was called to order for mentioning senators by names, and was informed by the Vice-President that the parliamentary expression was the se-nior or the junior senator from Indiana. Being so instructed he made the neces-sary change in phraseology.

After he had spoken for two hours, but After he had spoken for two hours, but without nearing the end of his discourse. Mr. Peffer, at 5 P. M., yielded to a motion to take a recess til 10 o'clock to-morrow morning, which was agreed

The Executive Session.

A great deal of work was done in the long executive session and the canendar, which had been lumbered up with numerlightened. The interest in the session centered around the debate on the nomination of J. J. Van Alen to be Ambassa dor to Hally. The other through without a word of protest, the most important, from a political stand-point, being that of Mr. Kilbreth, to be Collector of Customs at New York, inomination which, when it was made August 22d, attracted much attention among the politicians of New York State, and against which there was some State, and against which the opposition set up for several weeks. The nomination of Van Alen was called up by Mr. Gray, of the Foreign Relation Committee, and a debate was precipitated The discussion was good natured throu out, but there was a great deal sai about "dudes," "mugwumps," and such things. Mr. George was the only Dem ocrat who voiced his opposition, although the roll call shows he was not alon among Democrats in his opposition to tenting himself with a simple vote in the negative. Mr. Gorman, it is under stood, defended the administration from the criticisms cast upon the nomination by the Republicans. Speeches criticisting the wisdom of the selection of the ing the wisdom of the selection of the Executive were also made by Messrs. Lodge and Teller, while other senators especially those from the silver States, supported the views expressed more at length by the senator from Colorado.

V te on van Aie 's Confirmation, A motion was made to recommit the nomination to the Committee on Foreign Relations, but it was promptly tabled Subsequently the vote on confirmation was taken, resulting in 39 yeas and 22 nays. The prominence given to this nomination by the press led the Senate to follow a precedent and place before the public the action of the Senate in detail. The following is the vote on Mr. Van

Allen's confirmation: Yeas-Messrs. Aldrich, Bate, Blackburn, Brice, Butler, Caffery, Blackburn, Brice, Butler, Cattery, Cam-den, Cameron, Coke, Davis, Dixon, Faulk-ner, Frye, Gibson, Gorman, Gray, Hig-gins, Jones of Arkansas, Jones of Nevada, Lindsay, McMillan ner, Frye, Gibson, Gorina, Sins, Jones of Arkansas, Jones of Nevada, Lindsay, McMillan, McPherson, Mills, Morgan, Murphy, Palmer, Pasco, Quay, Ranson, Hoach, Smith, Stewart, Turple, Vilas, Voorhees, Walthall, White of Louisiana, and Wolcott—39.

Nays—Messrs. Allen, Carey, Cullom, Dolph Dubois, Gallinger, George, Hans-

Dolph, Dubols, Gallinger, George, Ham-brough, Hawley, Hill, 1rhy, Kyle, Lodg-Manderson, Martin, Peffer, Pettigrev Manderson, Martin, Petter, Petter, Sherman, Stockhridge, Teller, Manderson, Martinge, Teiler, Vance, and Washburn-22.

The pairs were: Messrs. Cockrell with Allison. Call with Proctor, Gordon with Hale, Harris with Morrill, Hunton with Platt, Pugh with Hoar, White of California with Shoup, Vest with Mitchell of

Oregon. The Cablest's Action. washington, D. C., Oct. 20.—Every variety of rumor is heard as to the ac-tion of the Cabinet to-day on the silver question. The meeting lasted two hours, all the members being in attendance. Two directly opposing views said to have been derived from cabinet officers were

afterwards put in circulation.

The first was that the President had become convinced that it would not do to become convinced that it would not do to oppose any pian of compromise which delayed the repeal of the purchasing clause of the Sherman act longer than the first of next July, and that he was willing

first of next July, and that he was withing to approve this plan.

The second story ran to the effect that the President reiterated his intention to disapprove any bill which did not provide for the immediate and unconditional repeal of the Sherman law. Between the two extremes, the gossips indulged in a wide diversity of statements to suit their individual tastes and wishes. None of his death.

the Cabinet when directly approached would say anything for publication as to what had occurred.

Be use of Lepres platives

An urgent deficiency bill calling for \$337,000, was passed, of which \$200,000 was for the pay of clerks of members of the Hetre. In the consideration, in the morn-ing hour, Mr. Wheeler (Aia.) called up the bill reported from the Committee on Terri-tories, requiring railroad companies operating lines through the Cherokee out-let, to locate and maintain stations at

let, to locate and maintain stations at the town sites, laid out by the Interior Department, and it was passed.

Mr. Pendleton (W. Va.), from the Com-mittee on Private Land Claims, called up the bill to submit the claim of Wil-liam McGarrahan to the Rancho Pano-che Grande to the Court of Private Land Claims for convideration and finding and che Grande to the Court of Frivate Land Claims for consideration and finding, and moved that the House resolve itself into Committee of the Whole upon it. A division demonstrated the lack of a quorum, and tellers were appointed. orum appeared the hour expired and the bill went over.

Duty on World's Fair Goods.

he House went into Committee the Whole, on the State of the ion, and Mr. Bynum called up half the joint resolution to remit half the duty on goods exhibited in the World's Fair and sold by the exhibitors. Mr. Dingley raised the point of order that the resolution was not one to raise

The chairman, Mr. Dockery, ruled while admitting that he was not entirely clear about the matter, that the resolution was in order.
The resolution was advocated by Messrs

Dalzell, Morse, McMillan, Springer and Horkits, and opposed by Mr. Cousins. In concluding the debate against the resolution, Mr. Diogley charged that it was a distinct instance of class legislation and in favor of the foreign importer as

against the native importer.

An amendment was adopted restricting the benefits of the resolution to goods sold subsequent to its taking effect. Also one extending its provisions to the Cali-

fornia Mid-winter Exposition.

The committee then rose; the joint resolution was reported to the House and passed. The House (again in Committee of the Whole) resumed consideration of the bill to regulate and reform the public printing. The pending amendment, to give new members of Congress, sets of the records of the Rebellion was agreed. to. Mr. Belthoover (Dem., Pa.) moved an ndment requiring that all the ing of the Executive Departments be done under contract by private establishments He asserted that experience had demonstrated that if this policy were pursued the printing of this class, amounting to \$150,000 in the last fiscal year, could be done for 50 per cent. of its cost for government office.

Pending debate, the committee rose and House adjourned until to-morrow at 12 o'clock.

ONLY ELEVEN NEW FEVER CASES, But the Star of Hope is Dimmed by Increasing Deaths. SAVANNAH, GA., Oct. 20 .- A special to

new cases of yellow fever were officially reported at Brunswick to-day, two whites

the Morning News says that only elever

The whites are-Edna Wallace and Annie Brigg. One death occurred—A. Schrieber (white). Recapitulation-Whites under treatment Recapitulation—Whites under treatment, 61; colored, 185; total, 246. Whites dis-charged, 147; colored, 180; total, 327. Whites dead, 24; colored, 6; total, 30. Total cases—Whites, 232; colored, 371;

Ratio of mortality-White, 14; colored,

3.2; total, 17.2. In addition to the official recapitulation can be added one death since the regular meeting, Burr Winton, white. Mr. Win-ton was one of the commissary clerks who remained to help the suffering poor. 3.2; total, 17.2. A mistake was made last night in placing the names of Mamie Meyers and Robert Phoenix, of Jekyl Island, new cases, on the death roll. It was intended that they

e in the list of new cases. Cold, rainy weather contintinues and the star of hope that seemed brighter as the cases diminshed is dimmed by the in-creasing deaths. Mr. Winton's death was udden and he was thought to be resting

asy last night.

Mr. Winton was the oldest living mem-ner of the Odd-Fellows in Georgia. He last night. has been an active member in good stand-ing for 56 years and at the time of his death was a member of Scaport Lodge No. 68 and Patriarch of Brunswick En amment No. 6. esup reports one death-James H. Gray (white)—from yellow fever. No new cases reported.

han's From Brunswick, NEW YORK, Oct. 20.—Health Office. Jenkins has received the following tele "Brunswick, Ga., Oct. 19 .- To gram: "Brunswick, Ga., Oct. 19.—T. liam F. Jenkins, Quarantine S. I. eceived; delayed on account of break mmunity. (Signed) Thomas W. Lamb,

Eight large-sized cars were sent fully aden with food, supplies and other nece sities, and it is expected that there will be enough for all the needy of the pest-Amount expended, \$6,057.74; transportation

Stelkers' Fund Exhausted

LONDON, Oct. 20 .- The striking miners in Derbyshire to-day received the last payment they will get from the strike fund, the money devoted to that purpos being entirely exhausted. There was no

being entirely exhausted. There was not enough money to give the men full strike pay, so they were compelled to accept half the usual strike wages. The Miners' Association had succeeded in borrowing money, but this is all now exhausted.

The owners of the coal mines in Derbyshire appear to be determined not to yield to the strikers. They have cleared the pits, it is said, for the winter. The tools and the horses employed under tools and the horses employed under ground have been brought to the surface ground have been brought to the surface, and there is every indication, at present, that the fight in Derbyshire, until the strikers yield, will be a long and bitter one. With all their money gone and cold weather close at hand, the men do. not appear to be in a position to hold out for any length of time. But it is thought men in other places, who have gone back to work at the old rate of wages.

SENATE CONFIRMATIONS.

collector Kithreth, Marshal Levi, and Amhass dor Van Alen. WASHINGTON, D. C., Oct. 20 .- The Senate to-day confirmed the following comminations: James T. Klibreth, Collec-

tor of Customs at New York. United States Marshal, George W. Levi, United States Marshal, Order the Western district of Virginia for the Western district of Virginia for L. Van Alen, of Rhode Is J. J. Van Alen, Ambassador to Italy. of Legation-Stephen Bon-

Secretaries of Legation-Stephen Bon-sal, of Maryland, at Madrid, Spain; Charles Denby, Jr., of Indiana, at Peking. China. Commodore George Brown, to be Rear-Admiral; Captain Edward E. Potter, to be a Commodore; and a large number of

minor naval prom Brooks, postmaster, Williamsburg, Virginia. Death of Dr. Schaff.

NEW YORK, Oct. 20.-The Rev. Dr. Phillip Schaff, regarded by many as the createst living authority on exegesis and hurch history, died this morning at his home in this city, No. 15 east 43d street. Paralysis was the immediate cause of

# WEEKLY TRADE REVIEW

DUN AND BRADSTREET'S REPORTS ON THE SITUATION.

Much Gain in Hope and Little in Businees. Domestic Trade Increasing-The Iron Output.

NEW YORK, N. Y., Oct. 20 .- R. G. Dun & Co.'s weekly review of trade to-morrow will say: There has been much gain in hope and a little in business. Assurances that the repeal bill will soon be passed' have again been accepted by traders as a reason for buying things speculative at bigher prices, and with money abundant on call, \$88,000,000 having been received in this city within ten weeks, speculation in stocks and products has an unusual stimulus, and would have expanded even more but for continued embarrassment of industries. The root of the difficulty is the decrease in consumption of all kinds and in that respect the week has

brough no perceptible change. Shrinkage In Cotton,

This shrinkage appears less in cotton than in some other branches of manu-facture, and during the week there has been a slight improvement in the market for some goods. But some large mills which recently resumed have stopped again, and while the number reported in operation increases, the condition of the market indicates plainly that few are working at their full capacity. The re-duction of wages has been general, and does not tend to increase the consump

The feature of most importance as re' spects the great industries is that operations are restricted, not by want of money or difficulties with labor, but by a strange large decrease in consumption. The ly increasing for some weeks, as reports from other cities indicate, and in all comparisons, the fact that trade increased in September and October last year should be kept in mind.

Decrease in Consumption,

Caution Prevails. The exchanges at the principal clearing-

houses show a decrease of 25.5 per cent for the week, which is less than appeared some weeks ago, though it may be partially due to the unusual volume of pay-ments deferred and now made only in part. The earnings of railroads show a little more decrease than last week, compared with last year, being 8.7 per cent. for the month at the South and at the West about 15 per cent. But no decrease appears on the great trunk lines. At most points banks are somewhat relaxing their caution, but uncertainty regardng monetary legislation everywhere retards confidence, and until domestic consumption of goods revives enough to restore normal activity of industries, caution is likely to prevail. There is no little questioning about the probable effect of the compromise reported at Washington. The failures this week number 346 in the United States, against 210 last year, and 20 in Canada against

25 last year.

Bradstreets to-morrow will say: Still another business week is rendered conspicuous owing to the paralysis im-posed on commercial and industrial opera-tions by the revolutionary measure of the minority in the Senate. Larger represen-tative manufacturers, jobbers and other wholesalers in leading lines have been unable to operate with reference to the future supply or demand, and the result is that the great iron and steel industries remain practically on their backs, with no signs of a revival in either demand of price. In from alone there is probably not more than one-third the output of a year ago; wool is being sold at oncessions from quotations, and mill owners are taking raw material for actual needs only; textile industries generally are not finding the better demand expected at this time; leather industries continue much depressed; clothing manufacturers make unfavorable reports the business thus far this fall, and at some industrial centres, notably Patter-son, N. J., a home of slik and cotton factories and mills, the industrial situation has advanced steadily from bad to worse, and the end is not yet. On the other side of the account may be placed the rela-tive activity in whisky and tobacco at western centres, and in rice and cotton and fertilizers at some southern centres, ogether with a heavy output of flour at northwestern points and large shipments of wheat to market within a week. Prices of staples show an upware week. Prices of states and an an action when the swing of the pendulum with reference to wheat, corn, oats, pork, coffee, cotton, rice, phosphate rock and naval stores. The chief decreases in prices have been for lard, hogs, cattle and wool.

Improvemen in the South, Atlanta merchants report satisfactory sales in leading lines, and manufacturers there have better demand for their pro-Charleston reports renewed activ duct. ity in fertilizers and rice. The request for turpentine and rosin at Savannah is more marked and prices tend upward. General trade is brisker, but while cotton receipts are heavier, the demand is slackened somewhat.

Freer sales of cotton at somewhat better prices and heavier marketings of rice at New Orleans have stimulated general trade, and the process of stocking up the interior storekeepers has begun. An improvement in demand is reported from Birmingham and Mobile. At Memphis and Nashville there is no change, which is also too true at Chattanooga, where there is a decrease in demand for hardware and better request for dry goods, but Augusta has not improved. At Houston the dry weather has inter-fered with the movement of the staple merchandise. Trade at Gaiveston is merchandise. Trade at Galveston is unchanged, with a demand for funds from the cotton trade.

No Western city among those reported, except Louisville, has experienced a marked increase in the volume of trade, most of them reporting business at

standstill.

WASHINGTON, D. C., Oct. 20.—The inquiry made of the Weather Bureau this morning as to whether the anticipations which had been expressed of another gulf storm reaching Charleston, S. C., is likely to be realized, elicits the gratifying information from Professor Garriot, who is in charge, that their advices from Charleston indicate nothing serious in the storm No Serious outf Storms. ton indicate nothing serious in the storm.

Real Estate Failure,

MINNEAPOLIS, MINN., Oct. 20.—C.
H. Pratt, a real estate dealer, has assigned. The assignment has also forced the St. Anthony Park Realty Company to the wall, he being president. Pratt and the company owned realty in East Minneapolis and St. Anthony Park valued at \$700,000.

RANGE OF THERMOMETER.

The following was the range of the thermometer at The Times office yesterday: 3 A. M., 61; 12 M., 76; 3 P. M., 74; 5 P. M., 68; 9 P. M., 62; 13 M., 58 Average,

WE THER FORECAST.

WASHINGTON, D. C., Oct. 29.-For Virginia-Showers; east winds, fresh on the coast; becoming variable in the in-

For North Carolina-Showers; northeast winds; fresh and brisk on the coast.